

### SAILING DIRECTIONS CORRECTIONS

**PUB 193**                      **7 Ed 1998**                      **LAST NM 37/99**  
Page 10—Lines 3 to 38/L; read:

**1.09** Mandal is the S most town in Norway. It stands at the foot of a low hill on the W bank of the entrance to the Mandalselva River. This river flows into the head of Mannefjorden. The main commercial facilities of the port are situated at Kleven and Gismeroya, which are located close E of the town and connected by a bridge.

**Depths—Limitations.**—The entrance to the river is dredged to a depth of 4.5m over a width of only 20m. In SE strong winds, entry into the river can be impossible. The berths fronting the banks have depths of 2 to 4m alongside. A bridge, with a vertical clearance of 3.5m, spans the river, 0.6 mile above the mouth.

Kleven is a good harbor in all weather conditions. The main quay is 100m long with a depth of 8m alongside. There is also about 160m of berthage with depths of 3.5 to 4m alongside.

A new quay at Gismeroya is 170m long with a depth of 10.5m alongside. Vessels up to 75,000 dwt, 200m in length, and 10m draft have been accommodated.

There is also an oil fuelling installation at Homsvik (58°00.4'N., 7°30.0'E.). It has depths of 13 to 19m alongside and can accommodate tankers up to 50,000 dwt.

Water levels fluctuate primarily due to meteorological conditions since tidal action is generally very slight or lacking altogether. Currents within the river reach a velocity of several knots, but become insignificant well outside. Ice is seldom a hindrance. There are speed restrictions in the fjord and harbor.

At the head of the fjord, a conspicuous yellow and sandy beach extends about 750m WSW from the vicinity of the river mouth.

**Pilotage.**—Pilotage is compulsory in the harbor for vessels over 100 grt. Vessels bound for the harbor should request pilots from Kristiansand. Harbor pilots usually board SE of Oksoy (58°03'N., 8°07'E.) for vessels approaching from E and SW of Sogndalsstrana (58°18'N., 6°14'E.) for vessels approaching from W. Vessels should request pilotage 24 hours in advance.

The shoreline between  
(NIMA; Lloyds Ports 1999)

38/99

Page 25—Lines 20 to 50/R; read:

Tromøysundet up to the suspension bridge at Brøneset.

**Ice.**—Ice is seldom a hindrance, though in particularly cold winters it may form throughout the harbor in February and March. The port is kept open by an icebreaker during this period.

**Tides—Currents.**—The tidal currents and water level fluctuation are negligible; the tidal range is approximately 0.3m.

The outflow from the river Nidelva establishes a constant E set through the harbor and, in general, a S set through Galtesund at a rate which varies. The greatest outflow occurs with the melting snows of spring or with the runoff subsequent to heavy rainfall and may reach a maximum rate of 4 knots which rapidly decreases to relative insignificance NE of Hisøy.

**Depths—Limitations.**—The least depth in the entrance to the port is 22m. At Arendal, there are 27 berths, 30 to 230m long, with depths of 4.5 to 11m alongside. Vessels up to 50,000 dwt and 10.06m draft can be accommodated.

There is a smelting facility at Eydehavn (58°29.8'N., 8°52.4'E.), on the NW shore of Tromøysundet, fronted by four berths. The largest is 176m long and has depths of 5.2 to 9.5m alongside.

The suspension bridge spanning Tromøysundet at Brøneset (58°28'N., 8°49'E.) has a vertical clearance of 37m over a width of 100m.

**Aspect.**—Tromøy Church (58°27'N., 8°52'E.), standing on the seaward side of Tromøy, is a conspicuous cruciform structure having white walls and a high dark roof. It has no tower but is very prominent from E.

Veden, a rounded hillock, is 52m high. It is prominent and rises in the SW part of Tromøy. The old disused lighthouse (58°24.8'N., 8°47.6'E.), standing in the center of Indre Torungen, is 29m high and conspicuous.

Lille Torungen Light (58°24.7'N., 8°47.7'E.) is shown from a structure standing in the SE part of the islet, about 0.1 mile SE of the old lighthouse.

**Torungen Light** (58°23.9'N., 8°47.6'E.) is shown from a prominent metal tower, 34m high, standing on Ytre Tourungen, 0.8 mile S of the old lighthouse.

**Pilotage.**—Pilotage is compulsory for vessels over 100 tons within the port. Vessels should send an ETA at least 24 hours in advance. The pilot can be contacted by VHF or telephone and boards about 1.5 miles ESE of Torungen Light. The station also provides pilots for Risor and Grimstad.

**Regulations.**—The speed limit within the harbor area is 6 knots for deep-sea vessels, 12 knots for pleasure craft, and 4 knots off the principal berthing facilities. This rule does not apply to sea planes when landing or taking off. When possible, plane landings are reported to the Harbormaster.

**Anchorage.**—The bay to the S of Revesaand (58°26'N., 8°48'E.) affords good anchorage for vessels up to 10,000 dwt. Vessels may anchor anywhere within the bay, but clear of the submarine cable and pipeline. The bottom consists of sand and clay with good holding ground.

Vessels may anchor within a bay off the E side of Buoya (58°30'N., 8°54'E.). The anchorage has good holding ground in a depth of 34m, clay, but limited swinging room.

Vessels can anchor anywhere in the harbor area, clear of the main channel, with good holding ground of clay and mud. Care is necessary to avoid the submarine cables and pipeline extending S from Tyholmen. The main anchorage berths are in depths of 23 to 25m NE of Pussnespynten (58°28'N., 8°47'E.) and in a depth of 22m WNW of Nordodden (58°27'N., 8°46'E.).

**PUB 193 (Continued)**

Vessels subject to quarantine should anchor in depths of 15 to 27m, mud, N of Store Skotholmen (58°27'N., 8°47'E.), an islet lying along the E side of Galtesund.

(NIMA; Guide to Port Entry 97/98) 38/99

Page 27—Lines 1 to 31/L; strike out.

(NIMA) 38/99

Page 32—Lines 35 to 54/R; read:

**Depths—Limitations.**—The least depth in the approach to the main facilities is 12.5m. The longest berth is situated at Stillnestangen, at the N end of the harbor. It is 129m long and has depths of 3.7 to 10m alongside.

The deepest berth is at Jernbanekaiaen, 0.4 mile SSW of Stillnestangen. It is 100m long and has depths of 6.7 to 11.6m alongside. Steamboat Quay provides a ro-ro berth. It is 91m long and has a depth of 7.2m alongside. There are also several berths for small coasters and fishing vessels.

Vessels up to 8.4m draft can be accommodated in the harbor. A vessel of 26,000 dwt, in ballast, has been handled.

**Pilotage**—Pilotage is compulsory for vessels over 50 grt and is available day and night. Pilots are provided by the station at Brevik (59°03'N., 9°42'E.) and board in 58°56.6'N 9°47.7'E.

(NIMA; Guide to Port Entry 97/98) 38/99

Page 33; Graphic/strike out.

(NIMA) 38/99

Page 35—Lines 1 to 37/L; strike out.

(NIMA) 38/99

Page 43—Lines 37 to 48/L; read:

9°45'E.) and Fugloya, a steep-to island 1.5 miles ESE.

Langesundsbukta, the body of water S of the entrance to Langesundsfjorden, is entered from the sea between the shoal area Steingrunnen and the dangers off-lying the mainland to the ESE.

Langesundfjorden extends for 12 miles. The entrance is divided into four channels by three large islands, Langoya, Geitroya, and Aroya. Dypingen Channel and Kalven Channel are the two main passages leading to Brevik.

Brevikfjorden, also locally known as Langesundfjorden, extends first NNW and then bifurcates at Brevik, continuing N into Eidangerfjorden and NW into Frierfjorden.

Brevikstrømmen (59°03'N., 9°42'E.) is the narrow passage leading in a W direction and connecting the N end of Brevikfjorden to the S end of Frierfjorden. Voldsfjorden is the NW continuation of Frierfjorden. The river Skienselva flows into the N part of Frierfjorden.

Dypingen Channel leads in a N direction through Dypingen, between Geitroya and Aroya, and NNW via Kjortingen Channel (59°00.5'N., 9°46.5'E.) into Brevikfjorden. It then continues NW to Brevik.

Kalven Channel leads in an E direction into Helgerofjorden (58°59.5'N., 9°49.0'E.) and then NW through Haoyfjorden and Kalven. It continues W via Kalvsundet (59°02.6'N., 9°44.5'E.) and joins Brevikfjorden.

Kalven Channel also provides access to the adjacent inlets of Morjefjorden, Langangsfjorden, and Ormefjorden. The numerous islands lying between Kalven and Brevikfjorden are separated by passages available, for the most part, to small vessels with local knowledge.

**3.04** The shores of Langesundsfjorden consist mostly of steep rocky

(NIMA; US CH 43356; ALRS Vol 7 98/99) 38/99

Page 43—Lines 1 to 10/R; strike out.

(NIMA) 38/99

Page 43—Lines 15 to 19/R; read:

Langesund, a white structure with a tower and a slate roof, is conspicuous, especially in the SE approach from seaward.

The entrance to Langesundsfjorden itself is distinctive.

A radar scanner is situated at the W side of Fugloya and a light is shown from an islet lying close NNW of the N extremity of the island.

Langoytangen Light (58°59.5'N., 9°45.5'E.) is shown from a conspicuous tower on a house, 14m high, standing on the S end of Langoy.

Mejulen (58°57.7'N., 9°41.5'E.), a gray islet, lies on the W side of the entrance. It can be easily identified by a very conspicuous white marble stripe extending from its summit to the sea.

(NIMA) 38/99

Page 44—Line 20/L; insert after:

**Depths—Limitations.**—The whole complex of fjords and channels lying within the general area of Langesundsfjorden is known collectively as Grenland Harbour. The Grenland Harbour Authority, based at Brevik, controls all shipping movements within the waters of the complex.

A local Traffic Separation Scheme has been established within the complex and incorporates Dypingen Channel and Kalven Channel (see paragraph 3.03).

The Grenland Harbour Sea-Traffic Center controls the use of these channels and allocates the traffic route to be followed by all vessels.

The maximum size of vessels accepted for transit through these sections of the channels are as follows:

1. Dybingen—Length 198.1m, beam 30.5m (beam with dangerous cargo 27.4m), draft 10.4m.
2. Kalven—Length 274.3m, beam 45.7m, draft 14.2m.
3. Brevikstrømmen—Length 198.1m, beam 30.5m (beam with dangerous cargo 27.4m), draft 9.9m.

(BA NP 56; NIMA) 38/99

Page 44—Lines 23 to 57/L; read:

area in Langesundsfjorden. Vessels should request pilotage from the Sea-Traffic Center, Brevik at least 24 hours in advance and confirm 2 hours before arrival at the boarding place. This station also provides pilots for Kragero.

Pilots can be contacted by VHF or telephone and board in position 58°56.6'N 9°47.7'E.

## PUB 193 (Continued)

**Vessel Traffic System.**—A Vessel Traffic System (VTS) has been established in the Grenland Harbour area. It is mandatory for vessels 50 grt and over navigating within the Langesundsfjorden restricted zone, which comprises the waters N of a line extending between Sasteinen (58°58.3'N., 9°42.7'E.) and Molen (58°58.7'N., 9°49.4'E.).

The VTS is managed by the Sea-Traffic Center at Brevik, which may be contacted on VHF channels 80, 16, 14, 13, and 12.

Vessels carrying dangerous cargoes should send an ETA at least 24 hours in advance. Such vessels include tankers carrying gas, chemicals, and cargo carried in bulk with a flash point below 23°C; and tankers in ballast but not gas-free.

All vessels should obtain clearance at least 1 hour in advance of entering the zone, or leaving a quay or anchorage within the area. The following details should be stated:

- a. Vessel name and call sign.
- b. Nationality and name of company.
- c. Length, beam, and draft.
- d. Height above surface.
- e. Grt.
- f. Port of destination.
- g. Type of cargo.
- h. Amount of dangerous cargo (tons).
- i. ETA.
- j. ETD.
- k. Any further relevant information.

Vessels (underway, anchored, or moored) should maintain a continuous listening watch on VHF channel 16 and 80.

Vessels should obtain permission from the Sea-Traffic Center before anchoring and may be directed to a suitable anchorage.

Vessels should report to the Sea-Traffic Center at the following points, and supply the details as shown:

1. When entering the VTS zone:
  - a. Vessel name.
  - b. Time of passing zone limit.
  - c. ETA at quay or anchorage.
2. When arriving at a quay or anchorage:
  - a. Vessel name.
  - b. Time of arrival.
3. When leaving a quay or anchorage:
  - a. Vessel name.
  - b. Time of leaving.
  - c. ETA at zone limit.
4. When leaving the VTS zone:
  - a. Vessel name.
  - b. Time of passing zone limit.

Vessels should report any information as required by the VTS Center; on passing points previously defined by the Center; and in the event of any accident.

If a report cannot be made by VHF, the Sea-Traffic Center should be contacted by telephone or through Tjome (LGT).

If visibility is reduced to less than 1 mile, the Sea-Traffic Center will restrict the movement of vessels, especially those carrying dangerous cargoes.

**Regulations.**—Vessels over 500 grt, carrying liquefied gases, and vessels over 3000 grt carrying dangerous cargo in

bulk shall have tugs made fast during entry and exit and during maneuvering to and from the quay, mooring, or anchorage in the zone.

Vessels carrying no dangerous cargo but which exceed either a length of 182.9m, a beam of 26.2m, or a draft of 9.9m shall have a tug made fast when underway in an area the S limit of which is a line extending 045°/245° through Gjermesholmen Light, and the N limit of which is a line extending 270° through Saltbuodden Light.

The Sea-Traffic Center can, when it is considered necessary for safety reasons, order any vessel to use a tug.

Pleasure craft and open boats shall as far as possible keep out of the way of large vessels in the traffic channels.

The speed limit within Langesund between Langoytangen (58°59.5'N., 9°45.5'E.) and Figgeskjaer Light, 1.4 miles NNW, is 5 knots.

The speed limit within Brevikfjorden between Figgeskjaer Light and Gjermundsholm Light, 2.3 miles NNW, is 8 knots.

The speed limit through Brevikstrommen between Gjermundsholm Light and Flauodden Light, 1.5 miles WNW, is 5 knots.

**Anchoring.**—Vessels can anchor only when it is necessary. Before a vessel anchors consent should be obtained from the Sea-Traffic Center. The Center, for reasons of safety, can order a vessel to go to a designated anchorage. Generally, anchoring, with a few exceptions, takes place only in

(NIMA; ALRS VOL7 98/99) 38/99

Page 44—Lines 1 to 56/R; strike out.

(NIMA) 38/99

Page 45—Lines 1 to 57/L; strike out.

(NIMA) 38/99

Page 45—Lines 1 to 56/R; strike out.

(NIMA) 38/99

Page 46—Lines 1 to 26/L; strike out.

(NIMA) 38/99

Page 46—Lines 42 to 58/L; strike out.

(NIMA) 38/99

Page 46—Lines 1 to 58/R; strike out.

(NIMA) 38/99

Page 47—Lines 1 to 57/L; strike out.

(NIMA) 38/99

Page 47—Lines 1 to 13/R; read:

**3.07 Facilities.**—The major ports and berths within the Grenland zone are as follows:

1. Langesund (59°00'N., 9°45'E.) is situated on the W side of the entrance to Langesundsfjorden.
2. Brevik (59°03'N., 9°42'E.) is situated near the head of Brevikfjorden, at the merging point of three fjords.

**PUB 193 (Continued)**

3. Porsgrunn (59°08'N., 9°39'E.) is situated at the mouth of Skienselva.

4. Skien (59°06'N., 9°37'E.) is situated at the head of Skienselva.

5. Asvall (59°01.7'N., 9°44.0'E.) is a fueling terminal.

6. Asdalstangen (59°05.0'N., 9°37.7'E.) serves a petro-chemical plant.

7. Rafnes (59°06'N., 9°36'E.) serves a petro-chemical industrial area.

8. Heroya (59°07'N., 9°38'E.) is situated on the NE shore of Frierfjorden.

9. Skien Harbour Terminal (59°07.3'N., 9°33.8'E.) is situated on the N shore of the entrance to Volls fjorden.  
(NIMA) 38/99

Page 62—Lines 26 to 54/L; read:

**4.07 Regulations.**—The following are extracts from the Norwegian marine regulations.

Additional signals may be required by certain tankers navigating in Oslofjorden and in waters outside Risavika off Stavanger.

Tankers of 40,000 dwt or more when navigating within the territorial waters to and from Slagenstangen and Risavika, and tankers of 10,000 dwt or more when navigating within Filivet Lighthouse to and from oil installations in the inner part of Oslofjorden, shall exhibit the signals indicating that they are hampered (constrained) in their ability to comply with the steering and sailing rules and other vessels must not impede their safe navigation.

(NIMA) 38/99

**COAST PILOT CORRECTIONS**

**COAST PILOT 3                      33 Ed 1997                      Change No. 23  
LAST NM 37/99**

Page 141—Paragraph 156, line 16; read:  
the depths were 2 feet or less. Overhead power cables on the Salem River have a least clearance of 50 feet.  
(NOS 12311) 38/99

Page 155—Paragraph 83, line 10; read:  
804-855-2733; cable CINPILOT.) The pilots use commercial launch services. For optimal efficiency, please advise pilots of your 24 hour ETA and confirm your ETA 3 hours before arrival. Pilots do not maintain a radio watch. Pilots begin radio watches 1.5 hours prior to arrivals at the Capes using VHF-FM channel 16 and advise a working channel upon radio contact.  
(CL 506/96) 38/99

Page 165—Paragraph 45, lines 6 to 15; read:  
804-855-2733; cable CINPILOT.) The pilots use commercial launch services. For optimal efficiency, please advise pilots of your 24 hour ETA and confirm your ETA 3 hours before arrival. Pilots do not maintain a radio watch. Pilots begin radio watches 1.5 hours prior to arrivals at the Capes using VHF-FM channel 16 and advise a working channel upon radio contact.  
(CL 506/96) 38/99

Page 174—Paragraph 14, line 7; read:

804-855-2733; cable CINPILOT.) Vessels requesting pilots for river transits are boarded off Newport News Point. The pilots use commercial launch services. For optimal efficiency, please advise pilots of your 24 hour ETA and confirm your ETA 3 hours before arrival. Pilots do not maintain a radio watch. Pilots begin radio watches 1.5 hours prior to arrivals at Newport News Point using VHF-FM channel 16 and advise a working channel upon radio contact.  
(CL 506/96) 38/99

Page 238—Paragraph 63; insert after:

**Maryland Port Administration, South Locust Point Marine Terminal**, Berth No. 9: 0.8 mile westward of Fort McHenry; 1,139-foot face; 31 feet alongside; deck height, 9 feet; cranes to 10-ton capacity; 273,000 square feet covered storage; 8.5 acres open storage; receipt and shipment of general cargo, heavy equipment, and machinery; owned by Maryland Port Administration and operated by International Terminal Operating Corp. of Baltimore.

(PS 10/91) 38/99

Page 238—Paragraph 67; strike out.

(PS 10/91) 38/99

Page 239—Paragraph 68; read:

Piers 7-8: 1 mile westward of Fort McHenry; 226-foot face, 35 feet alongside; northeast side 900 feet long, 35 feet alongside; southwest side 1,706 feet of berthing space, 36 feet alongside; deck height, 9 feet; cranes to 10-ton capacity; 210,000 square feet to covered storage, handling of cable, machinery, communications equipment, and supplies; owned by City of Baltimore and operated by Transpacific Communications, Inc.

(PS 10/91) 38/99

Page 239—Paragraph 69; strike out.

(PS 10/91) 38/99

Page 239—Paragraph 70; strike out.

(PS 10/91) 38/99

Page 239—Paragraph 72; read:

**Hobelmann Port Services, Atlantic Terminal Pier** (39°14'58"N., 76°34'37"W.): westside, 825 feet of berthing space with dolphins; 34 feet alongside; east side 575 feet of berthing space; 32 feet alongside; deck height, 6 feet; 42 acres open storage; receipt of automobiles and general cargo; owned by Hobelmann Port Services, Inc., and operated by Atlantic Venture, Inc.

(PS 10/91) 38/99

Page 239—Paragraph 73, lines 1 to 4; read:

**ST Services Terminal** (39°14'52"N., 76°34'30"W.): 1,970 feet of berthing space; 35 feet alongside; deck height 10 feet; 16 storage tanks, capacity 16.38-million-gallons; receipt and shipment of miscellaneous bulk liquid commodities, owned

**COAST PILOT 3 (Continued)**

and operated ... (PS 10/91)	38/99	<b>COAST PILOT 3</b>	<b>33 Ed 1997</b>	<b>Change No. 24</b>
Page 239—Paragraph 74, lines 3 to 6; read: height, 6 feet; receipt and shipment of petroleum products and asphalt; owned by Conoco, Inc., operated by Conoco, Inc., and Chevron U.S.A., Inc. (PS 10/91)	38/99	Page 239—Paragraph 86, line 4; read: and shipment of sulfuric acid, receipt of fuel oil for plant consumption, receipt of 50% sodium hydroxide solution; owned and operated by W.R. Grace ... (PS 10/91)		38/99
Page 239—Paragraph 75, lines 4 to 5; read: petroleum products; owned by Conoco, Inc., operated by Conoco, Inc., and Sun Refining and Marketing Co. (PS 10/91)	38/99	Page 239—Paragraph 87, line 2; read: 76°33'20"W.): south platform 740 feet with dolphins; 32 feet ... (PS 10/91)		38/99
Page 239—Paragraph 76, lines 2 to 3; read: 76°33'40"W.): southeast side 840 feet with dolphins; 21-26 feet alongside; deck height, 8 feet; receipt and shipment of petroleum ... (PS 10/91)	38/99	Page 239—Paragraph 89, lines 2 to 6; read: (39°12'49"N., 76°32'23"W.): west and east sides 720 feet long; 36 feet alongside; deck height, 9 feet, 30-ton traveling gantry crane, unloading rate 550 tons per hour; 64,000 ton aluminum storage silos; 3.5-million-gallon liquid fertilizer storage tanks; receipt of alumina blister copper, and liquid fertilizer; owned by ... (PS 10/91)		38/99
Page 239—Paragraph 78, lines 3 to 4; read: feet alongside; deck height, 6 feet; receipt of asphalt; owned and operated by Amoco ... (PS 10/91)	38/99	Page 239—Paragraph 93, lines 3 to 4; read: height, 12 feet; two 25-ton electric bridge cranes; 50,500 square feet of covered storage; shipment of steel and steel products, receipt of construction materials and general cargo; owned and ... (PS 10/91)		38/99
Page 239—Paragraph 79, lines 3 to 4; read: height, 8 feet; receipt and shipment of petroleum products; owned and operated by BP Oil, Inc., and Starprise. (PS 10/91)	38/99	Page 240—Paragraph 95, lines 3 to 6; read: to 60-ton capacity; 570 acres covered storage, 670 acres open storage; receipt and shipment of general cargo, container cargo, roll-on/roll-off cargo, receipt of molasses, passenger service, and mooring cruise vessels; owned and operated by Maryland Port Administration and ... (PS 10/91)		38/99
Page 239—Paragraph 80, lines 1 to 4; read: <b>CSX Transportation, Curtis Bay Ore Pier</b> (39°13'31"N., 76°34'49"W.): northeast side 800 feet of berthing space with dolphin; 42 feet alongside; deck height, 8 feet; two electric gantry cranes with 100-ton receiving hoppers; conveyor belt to 600-ton receiving hopper, unloading capacity 2,000 tons per hour; ... (PS 10/91)	38/99	Page 240—Paragraph 97; read: Berths 7-10; southwest face, 2,800 feet long. (PS 10/91)		38/99
Page 239—Paragraph 81, line 1; read: <b>CSX Transportation, Curtis Bay Coal Pier</b> (39°13'23"N., ... (PS 10/91)	38/99	Page 240—Paragraph 100; strike out. (PS 10/91)		38/99
Page 239—Paragraph 83; read: <b>Essex Industrial Chemicals Main Wharf</b> (39°12'56"N., 76°35'00"W.): south side 800 feet with dolphins; 28 feet alongside; deck height, 7 feet; receipt of asphalt, sulfuric acid, and potash; owned by Olin Corp., Olin Chemicals Group, operated by Olin Corp. and Essex Industrial Chemicals, Inc. (PS 10/91)	38/99	Page 240—Paragraph 101, lines 2 to 7; read: (39°15'30"N., 76°33'12"W.): face 700 feet long; 32 feet alongside; roll-on/roll-off wharf 300 feet long; 30 feet alongside; deck height, 9 feet; 27.5-ton traveling container crane; 34,200 square feet of covered storage; 22.6 acres of open storage; receipt and shipment of containerized and roll-on/roll-off cargo; owned by Maryland Port Administration and operated by Sea Land Services, ... (PS 10/91)		38/99
Page 239—Paragraph 85, line 1; read: <b>Amoco Oil Co., Baltimore Terminal Dock</b> (39°12'38"N., ... (PS 10/91)	38/99	Page 240—Paragraph 102, lines 2 to 6; read: (39°15'32"N., 76°33'17"W.): east side 459 feet long; 32 feet		

**COAST PILOT 3 (Continued)**

alongside; deck height, 8 feet; conveyors unload 500 tons per hour; receipt of gypsum rock; owned and operated by Gold Bond Building Products, Division of National Gypsum Co.  
(PS 10/91) 38/99

Page 240—Paragraph 103, lines 2 to 7; read:  
76°33'22"W.): east side 690 feet long, 39 feet alongside; west side 1,418 feet long; 28 feet alongside; deck heights, 8 and 12 feet; 3.7-million-bushel grain elevator, 9 loading spouts, loading capacity 80,000 bushels per hour; receipt and shipment of grain; owned by Mississippi River Grain Co. and operated by Mississippi River Grain Co., Canton Elevator...  
(PS 10/91) 38/99

Page 240—Paragraph 104, lines 4 to 6; read:  
storage; handling ship's supplies; owned by Consolidated Coal Sales Co. and operated by Vane Brothers and Consolidated Coal Sales Co.  
(PS 10/91) 38/99

Page 240—Paragraph 105, lines 3 to 5; read:  
feet alongside; deck height, 8 feet; handling ship's supplies; owned by Consolidated Coal Sales Co. and operated by Vane Brothers and Consolidated Coal Sales Co.  
(PS 10/91) 38/99

Page 240—Paragraph 106, lines 4 to 6; read:  
deck height, 8 feet; 38,100 square feet covered storage; receipt and shipment of general cargo; owned by Consolidated Coal Sales Co. and operated by Consolidated Coal Sales Co. and Great Lakes Dredge and Dock Co.  
(PS 10/91) 38/99

Page 240—Paragraph 107, lines 2 to 3; read:  
**4-5** (39°15'30"N., 76°33'47"W.): face 837 feet long; 30 to 20 feet alongside; deck height 6 feet; 32,000 square feet covered ...  
(PS 10/91) 38/99

Page 240—Paragraph 108, lines 3 to 4; read:  
side 859 feet long; 35 feet alongside; deck height, 8 feet; 87,000 square feet of covered storage; receipt and shipment ...  
(PS 10/91) 38/99

Page 240—Paragraph 109, lines 1 to 3; read:  
**Consolidation Coal Sales Co., Marine Terminal Pier No. 2:** east side 802 feet long, 27 feet alongside; west side 1,253 feet of berthing space with dolphins; 42 to 50 feet alongside, deck ...  
(PS 10/91) 38/99

Page 240—Paragraph 111, lines 1 to 4; read:  
**Rukert Terminals Corp., Lazaretto Depot, Berths A and B** (39°15'38"N., 76°34'18"W.): face 575 feet long; 34 feet alongside, deck height, 9 feet; 20,600 square feet covered storage; receipt and shipment of general cargo, receipt

of salt, potash, and bulk ferroalloys; ...  
(PS 10/91) 38/99

Page 240—Paragraph 114; strike out.  
(PS 10/91) 38/99

Page 240—Paragraph 115, lines 3 to 5; read:  
alongside; deck height, 7 feet; 5 acres open storage area handling 40,000 tons; receipt and shipment of general cargo ...  
(PS 10/91) 38/99

Page 240—Paragraph 116, lines 4 to 7; read:  
252,000 square feet covered storage; receipt and shipment of gypsum board, forest products, conventional, containerized, and roll-on/roll-off general cargo; owned by Maryland Port Administration and operated by the Terminal Corp.  
(PS 10/91) 38/99

Page 240—Paragraph 118, line 2; read:  
(39°16'23"N., 76°34'22"W.): 250 feet of berthing space with dolphins, ...  
(PS 10/91) 38/99

Page 240—Paragraph 118, line 5; read:  
Terminal Co., subsidiary of Apex Oil Co.  
(PS 10/91) 38/99

**COAST PILOT 3      33 Ed 1997      Change No. 25**

Page 168—Paragraph 105, lines 2 to 6; read:  
76°26'02"W.): 550-foot face, 620 feet on upper and lower sides; 25-38 feet alongside; deck height, 15 feet; 270,000 square feet covered storage; 60 acres of open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo; operated by Virginia International Terminals, Inc.  
(PS 11/93) 38/99

Page 168—Paragraph 106, lines 3 to 7; read:  
540-foot face, 930 feet on upper and lower sides; 35-38 feet alongside; 137,000 square feet coverage storage; 182-ton capacity container crane; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and heavy-lift items; operated by Virginia International Terminals, Inc.  
(PS 11/93) 38/99

Page 168—Paragraph 107; read:  
**Pier IX Terminal Co. Pier No. 9:** about 200 yards southeastward of Pier C; upper and lower sides 1,000 feet along; 43-50 feet alongside; deck height, 11 ½ feet; traveling gantry coal loader, belt-conveyor system with loading rate of 8,000 tons per hour; traveling gantry bulk-cement unloader, belt-conveyor system with unloading rate 880 tons per hour; receipt of cement and shipment of coal; owned by Ziegler Coal Handling Co. and operated by Pier IX Terminal Co.,

**COAST PILOT 3 (Continued)**

Division of Ziegler Coal Handling Co.  
(PS 11/93)

38/99

Page 168—Paragraph 108; read:

**Hampton Roads Wharf Co. Pier No. 14** (36°57'38"N., 76°25'13"W.): upper and lower sides 1,090 feet long; 40-45 feet alongside; deck height, 11 1/2 feet; twelve 50-ton diesel, mobile cranes; receipt and shipment of conventional general cargo including steel and scrap metal; owned by CSX Real Property Inc. and operated by Hampton Roads Wharf Co.  
(PS 11/93)

38/99

Page 168—Paragraph 109; read:

**Hampton Roads Wharf Co. Pier No. 15:** eastward of Hampton Roads Wharf Co. Pier 14; upper sides 1,000 feet long; 35-42 feet alongside; deck height, 9 1/2 feet; twelve 50-ton, diesel, mobile cranes; receipt and shipment of conventional general cargo including steel and scrap metal; owned by CSX Real Property, Inc. and operated by Hampton Roads Wharf Co.  
(PS 11/93)

38/99

Page 168—Paragraph 110; read:

**Koch Fuels, Newport News Tanker Dock:** about 200 yards eastward of Hampton Roads Wharf Co. Pier 15; off-shore wharf, 203 feet with platform; 35 feet alongside; deck height, 13 feet; receipt and shipment of petroleum products; operated by Koch Fuels, Inc.  
(PS 11/93)

38/99

Page 168—Paragraph 111, lines 3 to 13; read:

extend 2 miles upriver. The company operates four outfitting piers equipped with cranes, largest capacity 80 tons; 2 dry-docks, largest 640 feet long, 30 feet alongside; three graving docks, largest 1,670 feet long, 40 feet alongside with cranes of 990- and 310-ton capacity; two inclining shipways with lengths to 60 feet; floating cranes up to 67-ton capacity available.  
(PS 11/93)

38/99

Page 170—Paragraph 173; read:

**Huntsman Chemical Corp., Chesapeake Wharf** (36°45'18"N., 76°17'35"W.): 25-foot face, 190 feet long with platforms; 22 feet alongside; deck height, 10 feet; storage tanks for 5,040,000 gallons; receipt of styrene monomer; owned and operated by Huntsman Chemical Corp.  
(PS 11/93)

38/99

Page 171—Paragraph 174; read:

**Virginia Power, Chesapeake Energy Center Wharf** (36°46'11"N., 76°17'55"W.): 75-foot face, berthing space for vessels to 800 feet; 36 feet alongside; deck height, 10 feet; storage tanks for 45,000 barrels; receipt of fuel oils for plant consumption; owned and operated by Virginia Power.  
(PS 11/93)

38/99

Page 171—Paragraph 175; read:

**International-Matex, Chesapeake Terminal Wharf** (36°46'36"N., 76°18'23"W.): 50-foot face, 280 feet with dolphins; 37 feet alongside; deck height, 12 feet; 810,500-barrel storage facility; receipt of petroleum products; owned and operated by International-Matex Tank Terminals-Chesapeake.  
(PS 11/93)

38/99

Page 171—Paragraph 176; read:

**Atlantic Energy Wharf** (36°46'43"N., 76°18'39"W.): 30-foot face, 750 feet of berthing space; 35 feet alongside; storage tanks, 480,000-barrel capacity; receipt and shipment of liquefied propane and butane gases; owned by Atlantic Energy Inc., joint venture of Petroleum Inc. and Commonwealth Propane, Inc. and operated by Commonwealth Propane, Inc.  
(PS 11/93)

38/99

Page 171—Paragraph 177, lines 1 to 4; read:

**Alcoa, Paradise Point Transfer Station Pier** (36°47'55"N., 76°17'38"W.): 750 feet long; 40 feet alongside; deck height, 15 feet; 56,000-ton storage tank; unloading tower with unloading rate of 1,120 tons per hour; and conveyor system to storage tank; ...  
(PS 11/93)

38/99

Page 171—Paragraph 178; strike out.

(PS 11/93)

38/99

Page 171—Paragraph 179; strike out.

(PS 11/93)

38/99

**COAST PILOT 3      33 Ed 1997      Change No. 26**

Page 145—Paragraph 247, lines 2 to 4; read:

and the entrance channel is marked by buoys. In August 1998, the centerline controlling depth in the dredged channel was 11 feet for about 0.7 mile above the mouth; thence in 1981, 7 feet to **Friars Landing**, about ...  
(BP 166303)

38/99

Page 148—Paragraph 317, line 5; read:

1 mile above the mouth. In 1995, this project was reported to be authorized, yet no longer maintained. Local knowledge is needed to navigate ...  
(CL 1110/98)

38/99

Page 161—Paragraph 92, lines 6 to 8; read:

marine supplies, and a pump-out station are available. In December 1998, the midchannel controlling depth was 6 feet in the dredged channel; thence in 1997, 4 to 5 feet in the basin. A no-wake **speed limit** is ...  
(CL 815/99; BPs 162595-96)

38/99

**COAST PILOT 3 (Continued)**

Page 169—Paragraph 129; read:

**Cargill, Norfolk Southern (North) Grain Elevator Wharf** (36°55'58"N., 76°19'36"W.): unloading berth face 450 feet, loading berth face 850 feet; 39 feet alongside; deck height, 9 feet; face of wharf is in line and contiguous with north side of Lambert's Point Docks, Sewell's Point Division, Pier B; 3.25-million-bushel grain elevator; carloading spouts and car dumper; three conveyor booms, marine leg, and conveyor system, combined loading rate 80,000 bushels per hour; receipt and shipment of grains; owned by Norfolk Southern Corp. and operated by Cargill, Inc., Commodity Marketing Division.

(PS 11/93)

38/99

Page 169—Paragraph 130; read:

**Lambert's Point Docks, Sewell's Point Division, Piers A and B** (36°55'53"N., 76°20'01"W.): 498-foot face, 32 feet alongside; Pier B (north side) 1,293 feet long, 32 feet alongside; Pier A (south side) 1,193 feet long, 32 feet alongside; deck height, 9½ feet; 230,000 square feet covered storage; cargo beam on north side and 3-ton forklift trucks available; receipt and shipment of conventional general cargo and crude rubber; owned by Norfolk Southern Corp. and operated by Lambert's Point Docks Inc.

(PS 11/93)

38/99

Page 169—Paragraph 131, lines 1 to 4; read:

**Lehigh Portland Cement Co., Norfolk Terminal Pier** (36°55'48"N., 76°19'53"W.): 40-foot face, 224 feet with dolphins; 29 feet alongside; deck height, 11 feet; 32,900-ton storage capacity; unloading rate 40 tons per hour, receipt of bulk cement; ..

(PS 11/93)

38/99

Page 169—Paragraph 132; strike out.

(PS 11/93)

38/99

Page 179—Paragraph 117, lines 1 to 7; read:

**Wharves.**-City-owned facilities at the Port of Richmond have turning basins and are served by railway tracks and highways; water is available. The alongside depths given are reported. (For the latest controlling ...

(PS 11/93)

38/99

Page 179—Paragraph 118, lines 1 to 8; read:

**Port of Richmond, Deepwater Terminal** (37°27'22"N., 77°25'14"W.): 1,250-foot face, 25 feet alongside; deck height, 24½ feet; livestock pens for 1,200 head; 215,000 square feet covered storage; 7 acres open storage; three crawler cranes to 350-ton capacity; receipt and shipment of conventional and containerized general cargo including tobacco, forest, paper products, chemicals, and cocoa; shipment of scrap iron and livestock; operated by Meehan Overseas Terminal, Ltd. In 1996, a submerged ...

(PS 11/93)

38/99

Page 179—Paragraph 119; strike out.

(PS 11/93)

38/99

Page 186—Paragraph 136, lines 2 to 3; read:

Rappahannock River by a dredged channel marked by buoys. In October 1998, the controlling depth was 1½ feet in the eastern half of the channel.

(BP 168292; CL 809/99)

38/99

Page 222—Paragraph 132, lines 5 to 6; read:

clearance of 30 feet. The overhead power cables close eastward of the bridge have a least clearance of 50 feet. **Laurel**, 6 miles above the ...

(CL 597/95)

38/99

**COAST PILOT 3**

**33 Ed 1997**

**Change No. 27**

Page 169—Paragraph 133, lines 1 to 6; read:

**Norfolk International Terminals:** 751,000 square feet covered storage; 120 positions for refrigerated containers; deck height, 9 feet; receipt and shipment of roll-on/roll-off conventional and general cargo; owned by Virginia Port Authority and operated by Virginia International Terminals, Inc.

(PS 11/93)

38/99

Page 169—Paragraph 133; insert after:

North Expansion, Berth 1 (36°55'32"N., 76°19'46"W.): 1,500-foot face; 41 feet alongside; three 40-ton traveling container cranes.

(PS 11/93)

38/99

Page 169—Paragraph 134; read:

North Berth (36°55'10"N., 76°19'42"W.): 900-foot face; 32 feet alongside; roll-on/roll-off berth.

(PS 11/93)

38/99

Page 169—Paragraph 135; read:

Pier 2 (36°55'03"N., 76°19'57"W.): 334-foot face; north and south sides 1,328 feet long; 32 feet along north side, 33 feet along southside.

(PS 11/93)

38/99

Page 169—Paragraph 136; read:

Pier 1 (36°54'55"N., 76°19'56"W.): 300-foot face; north and south sides 1,320 feet long; 30 feet along north side, 35 feet along south side.

(PS 11/93)

38/99

Page 169—Paragraph 137; read:

Container Berths 1, 2, 3, and 4: immediately southward of Pier 1; Berth 1 face 750 feet, Berth 2 face 830 feet, Berth 3 face 1,100 feet, Berth 4 face 1,550 feet; 35-41 feet alongside; 40-ton cranes.

(PS 11/93)

38/99

Page 169—Paragraph 139; read:

**Norfolk Southern Railway Co. Piers:** owned by Norfolk



**COAST PILOT 3 (Continued)**

Southern Corp. and operated ... (PS 11/93)	38/99	Page 170—Paragraph 151; strike out. (PS 11/93)	38/99
Page 169—Paragraph 140; read: Pier 6 (36°52'47"N., 76°19'56"W.): 88-foot face; north side 1,850 feet, 50 feet alongside; south side 1,600 feet, 45-33 feet alongside; deck height, 11 feet; two electric coal-loading towers, loading rate 16,000 tons per hour on north side of pier. (PS 11/93)	38/99	Page 170—Paragraph 152; strike out. (PS 11/93)	38/99
Page 169—Paragraph 142; read: Lambert's Point Docks, Piers N, L, and P: 646,000 square feet covered storage; 24,000 cubic feet cold storage space; fumigation chambers; storage tanks totaling 3.2-million gallon capacity; forklift trucks and other portable mechanized cargo-handling equipment; cranes up to 50-ton capacity; receipt and shipment of general, conventional, containerized, roll-on/roll-off cargo, animal and vegetable oils, and latex; receipt of glyoxal and latex; owned by Norfolk Southern Corp. and operated by Lambert's Point Docks, Inc. and Norfolk Oil Transit, Inc. (PS 11/93)	38/99	Page 170—Paragraph 153; read: <b>Allied Terminals Wharf and Moorings</b> (36°50'20"N., 76°16'20"W.): 50-foot wharf face with 625 feet of berthing space; 26 feet alongside; deck height, 9 feet; storage tanks, 50,000-barrel capacity; receipt of asphalt, liquid fertilizer, methanol, and caustic soda; owned and operated by Allied Terminals, Inc., Subsidiary of Allied Marine Industries, Inc. (PS 11/93)	38/99
		<b>COAST PILOT 3</b>	<b>33 Ed 1997</b>
		<b>Change No. 28</b>	
Page 169—Paragraph 143; read: Pier N (36°51'57"N., 76°19'11"W.): 390-foot face, north and south sides 1,100 feet long, 32 feet alongside; deck height, 10½ feet. (PS 11/93)	38/99	Page 170—Paragraph 155, lines 1 to 2; read: <b>United States Gypsum Co., Norfolk Wharf</b> (36°49'18"N., 76°17'22"W.): 40-foot face, 470 feet berthing space; 28-29 feet alongside; ... (PS 11/93)	38/99
Page 169—Paragraph 144, lines 1 to 2; read: Pier L: about 200 yards southward of Pier N; 183-foot face; north side 756 feet, 32 feet alongside; deck ... (PS 11/93)	38/99	Page 170—Paragraph 156, lines 1 to 3; read: <b>Crown Central Petroleum Corp., Chesapeake Barge Dock</b> (36°49'15"N., 76°17'22"W.): 40-foot face, 145 feet with dolphins; 25 feet alongside; deck height, 6 feet; 160,000-barrel storage capacity, ... (PS 11/93)	38/99
Page 169—Paragraph 145, line 1; read: Pier P: about 600 yards southeastward of Pier N; 398-foot ... (PS 11/93)	38/99	Page 170—Paragraph 157; read: <b>Mobil Oil Corp. Chesapeake Terminal, Tanker Wharf</b> (36°49'08"N., 76°17'23"W.): 75-foot face, 540 feet with platforms; 35 feet alongside; deck height, 10 feet; receipt and shipment of petroleum products, bunkering vessels; 839,600-barrel storage facility, owned by Mobil Oil Corp., and operated by Mobil Oil Corp. and Unocal Corp. (PS 11/93)	38/99
Page 169—Paragraph 147, lines 1 to 5; read: <b>Portsmouth Marine Terminal Wharf</b> (36°51'28"N., 76°19'33"W.): 3,535-foot face; 40 feet alongside; deck height, 12 feet; 50,000 square feet covered storage; 199 acres open storage; cranes to 110 tons; container cranes to 40 tons; fumigation chambers; ... (PS 11/93)	38/99	Page 170—Paragraph 158; strike out. (PS 11/93)	38/99
Page 170—Paragraph 148, lines 1 to 4; read: <b>Sea-Land Portsmouth Terminal Wharf</b> (36°51'29"N., 76°19'06"W.): 1,000 foot-face; 38 feet alongside; deck height, 12 feet; open storage for 1,300 containers; ... (PS 11/93)	38/99	Page 170—Paragraph 159; read: <b>Roanoke Cement Co., Ohio St. Terminal Wharf</b> (36°48'52"N., 76°17'22"W.): 24- to 27-foot platforms with 500 feet of berthing space; 35 feet alongside; deck height, 10 feet; silos, 18,500-ton capacity; receipt of bulk cement and cement clinker; owned by Tarmac Mid-Atlantic, Inc., and operated by Roanoke Cement Co. and LaFarge Calcium Aluminates. (PS 11/93)	38/99
Page 170—Paragraph 150; strike out. (PS 11/93)	38/99	Page 170—Paragraph 160, lines 1 to 2; read: <b>Royster Co., Chesapeake Plant Wharf</b> (36°48'47"N., 76°17'21"W.): 280-foot face, 450 feet of berthing space; 25 feet alongside; deck ... (PS 11/93)	38/99

## COAST PILOT 3 (Continued)

Page 170—Paragraph 161; read:

**Amoco Oil Co., Chesapeake Terminal, Upper Barge Wharf** (36°48'16"N., 76°17'24"W.): 64-foot face, 235 feet with dolphins; 27 feet alongside; deck height, 11 feet; 376,000-barrel storage facility; receipt and shipment of petroleum products; receipt of asphalt; owned and operated by Amoco Oil Co.

(PS 11/93)

38/99

Page 170—Paragraph 162, lines 1 to 2; read:

**Cargill, Chesapeake (South) Grain Elevator, Ship Wharf** (36°48'06"N., 76°17'20"W.): 500-foot face; 39 feet alongside; deck height, 10 ...

(PS 11/93)

38/99

Page 170—Paragraph 163, lines 1 to 5; read:

**Texaco Lubricants Co., Norfolk Terminal Wharves** (36°47'52"N., 76°17'28"W.): barge wharf, 160 feet with dolphins; 16-18 feet alongside; deck height, 12 feet; 700,000-barrel storage capacity; receipt and shipment of petroleum products; owned by Texaco Lubricants Co. and operated by Texaco Lubricants Co. and Star Enterprise.

(PS 11/93)

38/99

Page 170—Paragraph 164; read:

**BP North American Petroleum Chesapeake Terminal Wharf** (36°47'45"N., 76°17'32"W.): 145-foot face, 465 feet with dolphins; 31 feet alongside; deck height, 10 feet; receipt and shipment of petroleum products; 155,000-barrel storage facility; owned and operated by BP North America Petroleum, Inc.

(PS 11/93)

38/99

Page 170—Paragraph 165; read:

**Tarmac Virginia, Money Point Plant Pier** (36°47'29"N., 76°17'49"W.): lower side, 447 feet long; 35 feet alongside; deck height, 12 feet; open storage for 150,000 tons; receipt and shipment of pumice, ulexite, gypsum, sand, and gravel; owned by Tarmac Mid-Atlantic, Inc. and operated by Tarmac Virginia, Inc.

(PS 11/93)

38/99

Page 170—Paragraph 166; strike out.

(PS 11/93)

38/99

Page 170—Paragraph 167, lines 1 to 4; read:

**Amerada Hess Corp., Money Point Tanker Wharf** (36°47'05"N., 76°18'10"W.): 68-foot face with berthing space for vessels to 700 feet; 35 feet alongside; deck height, 13½ feet; tanks, 540,100-barrel storage capacity; receipt and shipment of petroleum ...

(PS 11/93)

38/99

Page 170—Paragraph 168; read:

**Blue Circle Cement, Chesapeake Terminal Wharf** (36°46'42"N., 76°18'22"W.): 465-foot long platform face; 35

feet alongside; deck height, 10½ feet; 30,000-ton capacity storage silos; receipt of bulk cement; owned and operated by Blue Circle Cement Inc.

(PS 11/93)

38/99

Page 170—Paragraph 169, lines 2 to 8; read:

76°18'05"W.): Pier 1, 634-foot face; 35 feet alongside; deck height, 8½ feet; Pier 2, 500-foot face; 11 feet alongside; deck height, 11 feet; covered storage areas with capacity to 70,000 tons; open storage area up to 5.7 acres; storage tanks up to 3.2 million gallons; cranes to 45 tons; receipt and shipment of scrap metal, pig iron, ingots, ore, salt, aggregates, pelletized animal feed, fertilizer, receipt of potash, ammonium sulphate, and rock salt; owned and operated by Elizabeth River ...

(PS 11/93)

38/99

Page 170—Paragraph 170; read:

**Southern States Cooperative, Chesapeake Wharf** (36°46'35"N., 76°17'41"W.): 50-foot face; 250 feet with dolphins; 19-33 feet alongside; deck height, 10 feet; receipt of potash; owned by Southern States Cooperative, Inc. and operated by Southern States Cooperative, Inc., Fertilizer Division.

(PS 11/93)

38/99

Page 170—Paragraph 171; read:

**Steuart Transportation Co., Chesapeake Wharf and Slip** (36°46'26"N., 76°17'39"W.): 485-foot face, 500 feet long total berthing space; 25-28 feet alongside; deck height, 12 feet; covered storage for 15,000 tons of potash; open storage for 75,000 tons of salt; receipt of potash and salt; owned by Steuart Investment Co. and operated by Steuart Transportation Co. and Southern States Cooperative, Inc.

(PS 11/93)

38/99

Page 170—Paragraph 172; read:

**Tri-port Terminals Wharf** (36°46'20"N., 76°17'42"W.): 30-foot face with 650 feet of berthing space; 32 feet alongside; deck height, 8 feet; chemical storage tanks with total capacity of 10.9 million gallons; liquid nitrogen storage tanks with total capacity of 8.3 million gallons; receipt of liquid nitrogen and miscellaneous bulk liquid commodities; owned and operated by Tri-Port Terminals, Inc.

(PS 11/93)

38/99